Suite 705, 324-8th Ave. S.W.

www.highwood-resources.com

Calgary, Alberta Canada T2P 2Z2 Tel: (403) 261-3999

Fax: (403) 264-2959



24 February, 2000

Mr. Vernon A. Williams Secretary

Surface Transportation Hoard, Office of the Secretary

Case Control Unit

Atm: STB Ex Parte No. 582

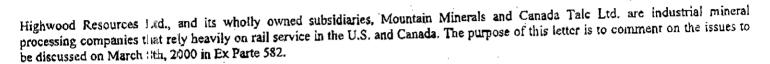
1925 K Street, N.W.

Washington, D.C. 2042:i-0001

Office of the Secretary
FEB 2 9 2000

Part of Public Record

Dear Sir:



We encourage the Surface Transportation Board to focus on whether the proposed CN-BNSF combination is good for shippers, not on potential downstream effects. The CN-BNSF combination should be judged on its merits and if other carriers propose mergers, then these cases ought t) be evaluated on their merits.

The timing of the propessed CN-BNSF combination is not the central issue for our group of companies. Our concern is service. Recent mergers have failed on service, not because of timing. Accordingly, the Surface Transportation Board should focus on ensuring that CN-BNSF combination, and any other future mergers, will deliver reliable and quality service(s).

The Surface Transportation Board has a comprehensive process to evaluate railroad transactions and protect the public interest. It should fairly evaluate the CN-BNSF combination according to that process. Do not allow other railroads to use the Surface Transportation Board process to protect them; while in turn, the shippers suffer the consequences.

Sincerely,

HIGHWOOD

Stefan M. Michalewicz Manager, Traffic Logistics

C.C. FILE

Z00/Z00 12

EVX 4039746573 HWALE AWOLL SVCES

02/24/00 15:13 FAX 4039746573

24 February, 2000

Washington, D.C. 20423-0001

Mr. Vernon A. Williams
Secretary
Surface Transportation Board, Office of the Secretary
Case Control Unit
Attn: STB Ex Parte No. 582
1925 K Street, N.W.

ENTERED Office of the Secretary

FEB 2 9 2000

Part of Public Record

Dear Sir:

Highwood Resources Ltd., and its wholly owned subsidiaries, Mountain Minerals and Canada Talc Ltd. are industrial mineral processing companies that rely heavily on rail service in the U.S. and Canada. The purpose of this letter is to comment on the issues to be discussed on March 8th, 2000 in Ex Parte 582.

We encourage the Surface Transportation Board to focus on whether the proposed CN-BNSF combination is good for shippers, not on potential downstream effects. The CN-BNSF combination should be judged on its merits and if other carriers propose mergers, then these cases ought to be evaluated on their merits.

The timing, of the proposed CN-BNSF combination is not the central issue for our group of companies. Our concern is service. Recent mergers have failed on service, not because of timing. Accordingly, the Surface Transportation Board should focus on ensuring that a CN-BNSF combination, and any other future mergers, will deliver reliable and quality service(s).

The Surface Transportation Board has a comprehensive process to evaluate railroad transactions and protect the public interest. It should fairly evaluate the CN-BNSF combination according to that process. Do not allow other railroads to use the Surface Transportation Board process to protect them; while in turn, the shippers suffer the consequences.

Sincerely,

HIGHWOOD

RESOURCES LTD.

Stefan M. Michalewicz Manager, Traffic Logistics

C.C. FILE

